

Co-day's Advertisements.

NOTICE.

\$45,000 to lend upon First
Class Mortgage Security in
large or small amounts.

Apply—

J. J. FRANCIS,

4, Des Vieux Road,

Hongkong, 11th May, 1901. [511c]

BANK HOLIDAYS.

THE Undermentioned BANKS will be
CLOSED for the Transaction of Public
Business, on FRIDAY, the 24th instant, the
Anniversary of the BIRTHDAY of Her late
Gracious Majesty QUEEN VICTORIA, and
on MONDAY, the 27th instant, (WHIT
MONDAY).

For the CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA,
T. P. COCHRANE,
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager, Hongkong.

For the NATIONAL BANK OF CHINA,
LIMITED,
GEO. W. F. PLAYFAIR,
Chief Manager, Hongkong.

For the MERCANTILE BANK OF INDIA,
LIMITED,
JOHN THURBURN,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,
HONGKONG BRANCH,
L. BERINDEAGUE,
Acting Manager, Hongkong.

For the BANK OF CHINA & JAPAN, LIMITED,
HONGKONG,
J. W. TAYLOR,
Manager, Hongkong.

For the YOKOHAMA SPECIE BANK, LIMITED,
TAKA HODSUMI,
Manager, Hongkong.

For the IMPERIAL BANK OF CHINA,
E. W. RUTTER,
Manager, Hongkong.

For the DEUTSCH-ASIATISCHE BANK,
H. SCHOTTLANDER,
Acting Manager, Hongkong.

Hongkong, 22nd May, 1901. [552c]

INSURANCE HOLIDAYS.

THE Undermentioned INSURANCE
OFFICES will be CLOSED for the Transac-
tion of Public Business, on FRIDAY, the
24th instant, the Anniversary of the BIRTH-
DAY of Her late Most Gracious Majesty
QUEEN VICTORIA, and on MONDAY, the
27th instant, (WHIT MONDAY).

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LTD.
and
General Managers,
HONGKONG FIRE INSURANCE CO.,
LIMITED.

For the UNION INSURANCE SOCIETY OF
CANTON, LIMITED,
W. J. SAUNDERS,
Secretary.

For the NORTH-CHINA INSURANCE CO., LTD.,
W. H. PERCIVAL,
Agent.

For the CHINA TRADERS' INSURANCE CO.,
LIMITED,
W. H. RAY,
Secretary.

For the YANGTZE INSURANCE ASSOCIATION,
LIMITED,
SHEWAN, TOMES & Co.,
Agents.

For the CHINA FIRE INSURANCE CO., LTD.,
GEO. L. TOMLIN,
Secretary.

Hongkong, 22nd May, 1901. [553c]

THE SUPREME COURT OF HONGKONG.

THE Court will sit in SUMMARY JURIS-
DICTION, on SATURDAY, the 25th
instant, at 10 A.M. instead of FRIDAY, the
24th instant.

By the Court,
J. W. NORTON-KYSHE,
Registrar.

Hongkong, 22nd May, 1901. [553c]

A MEETING of SUBSCRIBERS and
MEMBERS interested in ordering
SUBSCRIPTION GRIFINS for next Race
Meeting will be held in the Chamber of Com-
merce Room, CITY HALL, on SATURDAY
NEXT, the 25th instant, at 12 o'clock NOON.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 22nd May, 1901. [554c]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"AFRIDI" 31st May.
"HILLGLEN" 14th June.
"LOWTHER CASTLE" 30th June.
"HEATHBURN" 17th July.
"HUDSON" 31st July.
"JUPITER" 14th Aug.
"SATSUMA" 28th Aug.

For Freight and further information, apply
to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 22nd May, 1901. [445c]

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 16, Queen's Road Central,
(R. HOUGHTON & Co.).

(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and
diseases affecting those advancing in life
occur to those having some deficiency in the
construction of the eyes—this many years of
"Eye Strain" ending in serious forms of disease.
Glasses specially adapted in youth to those
requiring them save and preserve the sight.
Constantly recurring headaches, spots of
dimness when reading, weak eyes, the lenses
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.

ADVICE FREE. [445b]

Intimation.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

AERATED WATERS IN THE FAR EAST.

OUR NEW FACTORY, facing
the sea at the PRAYA RECLAMATION,
is constructed with every attention
to the best principles that sanitary
science can suggest.

A perfect system of filtration is
employed guaranteeing Absolute puri-
ty.

The Machinery used is of the Latest
Type.

A STAFF OF ENGLISH EXPERTS
attends to every detail of the Manu-
facture.

The Waters produced are of the
highest class and excellence; as testi-
fied to by the best English makers.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY,
Longkong.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 22, 1901.

REUTER'S TELEGRAMS.

THE PROPOSED CHINESE LOAN.

LONDON, May 20th:
England and America are alone opposed to
the proposed Chinese loan being guaranteed
by the Powers.

THE CHINESE INDEMNITY.
Sir Ernest Satow states that Great Britain
favours a reduction of the indemnity.

BRITISH SOUTH AFRICA.
The British have occupied Carolina for
the fifth time.

BRITISH SOUTH AFRICA.
The Boers have derailed an armoured
train by the explosion of a mine. Major
Heath of the South Lancashire Regiment
was killed.

MR. CARNEGIE'S GENEROUS
GIFT TO SCOTLAND.
Mr. Carnegie has given two millions sterling
for the purpose of providing free educa-
tion for Scottish students at Edinburgh,
Glasgow, St. Andrews, and Aberdeen Uni-
versities. English and Colonial students
are excluded from the benefits of the gift.

WEATHER REPORT.
The Observatory report says:—
On the 22nd at 12.15 p.m. the barometer has
risen on the China coast, particularly in the
North. The depression in the North is proba-
bly moving Eastwards to the S. of Japan, and
pressure is high over N. China. Gradients
slight for N.E. winds on the China coast. Fore-
cast:—Varying winds, S.W. to E., light to
moderate; fine at first, changeable later.

LOCAL AND GENERAL.

A GOOD shorthand reporter is wanted, vide
advertisement appearing elsewhere.

PARCEL Mail for Europe, etc., per ss. *Benigal*,
will close at 3 p.m. on Friday, the 24th instant.

THE Italian cruiser *Calabria*, which arrived
at Colombo on the 2nd inst. from Singapore,
lost three sailors when off Mount Lavinia. It
seems that one of the crew fell overboard and
a boat with two men was lowered, but the
boat capsized and all three were drowned.

A SPECIAL telegram to the *China Gazette*
dated Ichang, May 15th, says:—The body of
Captain Breitig, master of the ill-fated new
German steamer *Sutiang*, which was lost on
her maiden voyage from Ichang to Chungking,
has been recovered from the river and was
buried this afternoon in Ichang cemetery.

We shall be obliged if any subscriber on
receiving his paper late or irregularly will
write on the Wrapper of the paper the Time of
delivery, etc., and forward the Wrapper to the
Manager, *Hongkong Telegraph Co., Ltd.*, 50
Queen's Road Central. The wrapper will
enable us to check the delivery coolies.

THE returns of the number of visitors to the
City Hall Library and Museum for the week
ended 19th May are:—

	Library.	Museum.
Non-Chinese	430	142
Chinese	107	2,520
Totals	537	2,671

OUR readers may be interested to know that
we happened the other day to see a Chinaman
washing (2) vegetables for the market the other
day, in one of those filthy open garden wells
along the road to Kowloon City. The water was
the colour of average sewage, and nearly as
thick. It is to be hoped the cooks wash
vegetables well, especially salad, before they
are used; it is to be feared they don't.

It may be noticed that we are publishing a
gazette of interest to the shipping community
generally, giving the names of officers on leave,
promotions, transfers, etc. We imagine it will
be found useful by many shipping people here,
who can see at a glance where their friends are
at the time. We shall be much obliged for
any information from our readers tending to
keep the column up to date.

THE work on Sir Thomas Lipton's America
cup challenger *Shamrock II.* is practically
completed and the launch will take place to-
morrow, says a home paper of the 19th ult.
Some delay in getting the boat finished was
caused by the failure of many of the aluminium
deck plates to withstand the test, and though
this has since been made good, other delays
have been caused by the difficulty in securing
some of the smaller fittings.

THE Royal Siamese Naval Department informs
all concerned, that the rock named *Perse Rock*,
on which the British steamer *Perse* foundered
in November 1900, has been surveyed and that
its position is—6°30' 05" N. Latitude, 99°36' 50"
E. Longitude. The shoal, depth less than three
fathoms, which surrounds the Rock, extends
over 900 feet in the direction N. E.—S. W.
The middle part extending over about 300 feet,
which consists of stone and coral, is very un-
even, the smallest depth being 6 feet at low
water.

THE *Freudenblatt* (Vienna) recently published
an article expressing the heartiest sympathy
with Lord Salisbury in his illness. The semi-
official organ says: "Lord Salisbury has always
patriotically fulfilled his duty in safe-guarding
Great Britain's interests. He has achieved
many great successes, and always understood
how to avoid conflicts with other Great Powers,
or at any rate to deprive differences of their
acute character. Lord Salisbury is, perhaps,
second in importance to none of his pre-
decessors as a statesman. He is one of the
foremost figures in Europe at the present time,
and there are few contemporaneous politicians
who, in the event of their retirement, would
leave such a void as Lord Salisbury."

THE task of raising the battleship *Maine*, says
an exchange, will be undertaken by a company
who charge nothing and give 3 per cent. of the
profits to the Government of the United States.
In addition, they will return all personal prop-
erty belonging to the officers and crew of the
ship. The salvage in the *Maine* is expected to
be enormous. In its hold, according to the
Government records, there is now 2,000,000
worth of ammunition and 100 tons of copper
and brass. A hundred engines are stored away
in the bulk of the vessel, while the armament
and fittings are sure to be worth a considerable
sum of money even if the vessel cannot be
repaired. In this event the wreck will be
broken up and sold for old metal and for
historic souvenirs.

MR. Walter Long, whose dog-muzzling policy
has caused his name to sink in the nostrils of
those foolish folk who care more for a cur than
they do for a Christian, is triumphantly vindicated
by the annual report of the Registrar-
General, says a home paper. During the year
1899, not a single death from hydrophobia was
recorded, a fact which suggests, if it does not
prove, that it is within the range of practical
politics to stamp out hydrophobia by strict
regulations. It is sad that one cannot observe
similar satisfactory progress in other directions.
Consumption is as rife as ever; and cancer
—that dread, mysterious malady concerning
which the wisest of the wise know next to
nothing at all—is still, for some occult reason,
on the increase. As to marriages, we were
marrying in haste until the war began; but the
birth-rate for 1899 was the lowest ever recorded.
That is a fact which "gives furiously to think."

JUDGE Snagge, of the Oxfordshire County
Court, says a recent *Pull Mall*, is a man to be
admired, in that he interprets his duties to the
State in a broad and generous spirit. While
sitting in judgment at Thame a case came
before him in which the question of ancient
lights was involved. Witness strove with wit-
ness, but the Judge could not get at the truth,
despite the exquisite forensic skill of counsel
on either side. As the ancient lights in ques-
tion were not far distant, Judge Snagge ad-
judged the court, and intimated that he would
continue it within sight of the lights so that he
should be able to judge of the facts from per-
sonal observation of the light beneath a spread-
ing tree the court was accordingly held in
truly patriarchal manner. The rain fell, as it
was sure to do, but the court continued to sit
until the case was finished. If more cases
were tried in the open air the cause of justice
would not necessarily suffer, and the health of
those who are compelled to frequent courts of
law, would benefit exceedingly. In the good
old days the criminal was frequently tried
under the tree on which he was subsequently
executed. And why not?

THE St. Petersburg correspondent of the *Daily
Mail* of the 19th ult., says the Czar's Govern-
ment has promulgated a law enforcing the
penalty of death for opium-smoking.

NOTICE.
Our Special Edition is now on sale and may
be obtained on application. Price fifty cents.
Intending purchasers are advised to order
early. See advertisement appearing elsewhere.

AT THE MAGISTRACY.

A COSTLY SKIN.
The unlawful possession of one bullock's
skin cost Cheung Pin \$15 or four days' hard
labour. He chose the latter.

DAMAGING TREES.
Chan Kwai pleaded guilty to cutting and
damaging trees on Crown Land at Tin Wan
and, being unable to pay the fine of \$15 im-
posed by Mr. Kemp, was sent to Gaol for a
month.

THEFT.
Tam Man Tai went to the lodgings of Ma
Tse Kai, a boilermaker living at 92 Bulkley
Street, Hunghom, and walked off with money
and clothing to the value of \$25. He was this
morning sentenced by Mr. Kemp to two
months' hard labour.

ROBBING A PORK BUTCHER.
Tam Shing likes pork and to satisfy his crav-
ing for that delicacy went so far as to steal a nice
lump from the shop of Chan Loi. Chan gave
chase and Tam was handed over to the Police.
Defendant said the pork fell down as he was
passing. One month!

STOLEN BREEKES.
The unlawful possession of a pair of trousers
valued at \$3.20 cost Chong Ng six weeks' hard
labour.

AN OLD OFFENDER.
Ip Fuk, well and unfavourably known to the
Police, pleaded guilty to the theft of four pieces
of clothing, valued at \$11.00. Mr. Kemp
imposed a sentence of two months' hard labour.

NO LICENCE.
Plying a licensed vehicle for hire without a
driver's licence cost Yi Yuk a couple of
dollars.

DRUNK.
Charles Samm, a German sailor from the
s.s. *Burnett*, pleaded guilty to being drunk
and incapable in Ice House Street. Mr. Kemp
fined him the usual two dollars or seven days.

FALSE WEIGHT.
The possession of a false weight cost Cheung
Hi, a fish hawker, \$15 or one month. He chose
the latter.

STORING KEROSENE.
Police Sergeant Gordon charged three
Chinamen with keeping kerosene on their
premises other than for private use. Defen-
dants pleaded guilty and were fined \$10 or two
weeks each. They paid the fines.

OPIUM.
The possession of four mace of prepared
opium cost Kwang Yung \$8 or fourteen days.
He paid up.

Five mace of opium gross cost Wong
Cheung \$5 or fourteen days. He went to gaol.

Chan Mui, a married woman, pleaded guilty
to the possession of 9 taels 1 mace of prepared
opium. As she was unable to pay the fine of
\$150 imposed by Mr. Kemp she went to gaol
for three months.

THE PLAGUE.

Number of cases reported (Chinese 592
up till noon of the 21st Other Asiatics 8
May, 1901 Europeans 4
Number of cases reported (Chinese 27
during the past 24 hours Other Asiatics 0
Europeans 1
Total number of cases reported to date 636

Number of deaths reported (Chinese 560
up till noon of the 21st Other Asiatics 7
May, 1901 Europeans 4
Chinese 24
Other Asiatics 0
Europeans 0
Total number of deaths reported to date 595

We regret to hear that Mr. R. A. Collins, of
the Dragon Cycle Depot, D'Agular Street has
contracted plague. He sometimes resided at
3 Caine Road and sometimes in the same
house at D'Agular Street occupied by the
late Mr. Mehia. There can be little doubt but
that he contracted the disease at the latter
place.

We also hear that on Sunday last the
Librarian of the Hongkong Club was found to
be suffering from plague. He was immedi-
ately removed and the library was disinfected.
He is since dead.

The offices of the Stockbrokers Association,
situated in Beaufort Arcade, were disin-
fected to-day owing to the discovery of a plague
case there. This makes the seventh case from
this block of buildings.

The plague returns for last week were:—
Cases 122
Deaths 113
Since noon on Saturday last the cases and
deaths are:—
Cases Chinese 90
Other Asiatics 2
European 3
Total 95
Deaths Chinese 89
Other Asiatics 3
European 1
Total 93

The returns for the 24 hours ending at noon
on the 22nd May, 1899, were 27 deaths, includ-
ing two Portuguese. The deaths to date num-
bered 298 and there were 75 patients under
treatment.

It will thus be seen that up to date our re-
turns for this year exceed those of 1894 by 263
cases and 297 deaths. It must, however, be
borne in mind that the existence of the dis-
ease in 1894 was not discovered until May
10th. Taking cases and deaths since that date
this year the returns show

Cases 1894 1901
Deaths 298 237

The plague this year appears to be of a
particularly virulent form, death ensuing in
many cases within eight hours.

PUBLIC HOLIDAY.

The following was issued yesterday in the
form of a *Gazette Extraordinary*:—
GOVERNMENT NOTIFICATION.—NO 299.

His Excellency the Governor is pleased to
direct that the Anniversary of the Birthday of
Her late Gracious Majesty Queen Victoria be
observed in this Colony, on Friday, the 24th
instant, as a Public Holiday, under the provi-
sions of Ordinance No. 6 of 1875.

By Command,
T. SERCOMBE SMITH,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 21st May, 1901.

A. S. WATSON & CO., LTD.

The sixteenth annual ordinary general
meeting of the above Company took place
at the Hongkong Dispensary to-day at noon.
There were present:—Messrs. H. Humphreys
(in the Chair), H. P. White, E. Osborne,
Hon. C. P. Chater, C.M.G., (Consulting Com-
mittee) J. A. Jupp, W. H. Mancell (Secretary),
R. E. Humphreys, J. F. Reece, J. A. Tarrant
and W. C. Taylor.

The Secretary having read the notice con-
vening the meeting.

The Chairman said:—Gentlemen, before
commencing the business of the meeting, there
is a matter to which I must refer and that is
the three cases of plague which occurred
among the Company's European staff in the
early part of this month. As you already know,
two of the three cases terminated fatally, and it
is with great regret that we have to record the
deaths of Messrs. H. C. Howarth and Harold
Thorne from this cause. Both were young
men of excellent character, and attainments,
and of great promise, and in their unfortunate
deaths the Company has lost two valuable ser-
vants whom it will not be easy to replace. Mr.
Hawkes, I am glad to say is improving daily
and we may soon expect to see him out of
hospital. There seems to be no doubt that the
disease was contracted practically simultane-
ously by all three; there have been no further
cases and we may therefore reasonably assume
that the trouble is now over and that the dis-
ease was in no way contracted through any
fault of our premises, but from some unfor-
tunate chance causes such as the finding of a dead
rat, or the bite of a parasite, which any Hong-
kong resident might be liable to. The Hong-
kong Dispensary premises have always been
well looked after and maintained in a perfectly
sanitary condition. The majority of the staff
resided in the six storey building facing Queen's
Road, which is a comparatively new structure
completed only about ten years ago. Since
the occurrence of the disease the entire pre-
mises have been thoroughly disinfected, the
drains have been examined and the floors
taken up but nothing whatever has been found
that could in any way account for what has
happened. As a precautionary measure the
whole of the European staff is temporarily
housed in other quarters.

The Chairman then rose again and said:—
Gentlemen, the Report and Statement of Ac-
counts have been in your hands since the 10th
instant, so with your permission we will as
usual take them as read. The total of our
stocks in trade shows a considerable increase
over last year's total. Nearly the whole of this
increase has taken place at our European
branches, especially in Manila, and is caused
by expansion of business generally, necessitat-
ing of course the carrying of larger stocks.
Amongst the property assets you will have
noticed that Remaining Portion of Kowloon
Inland Lot No. 549 and Inland Lot No. 16 are
not shown, having been sold during 1900 as
mentioned in the Report. A new item of
\$150,000 appears amongst these assets for
Marine Lot No. 2 c against which there is a
mortgage of \$140,000 shown amongst the
liabilities. This property is situated in Des
Vieux Road and is intended to be used as a
warehouse and soda-water factory when our
new premises immediately adjoining, now in
course of erection opposite the Hongkong
Hotel, are completed. We mentioned at our
last General meeting that if the Company's
business continued to expand as it had been
doing, it might be necessary in the future to
ask shareholders to subscribe additional
capital. Such would have been the case
before this had not the sale last year of Re-
maining Portion Kowloon Inland Lot No. 549
and Inland Lot No. 16, at a good profit over
book values, provided us with a considerable
sum of ready money for absorption into the
business and obviated for the time being any
need for further capital. We have also sold
this year Section A of Kowloon Inland Lot
No. 550 and Kowloon Inland Lot No. 551 at
a profit of \$25,438.00 over book values, which
amount will appear in this year's accounts.
We have reserved 5000 square feet of Kowloon
Inland Lot No. 550 for the purpose of erecting
business premises there in the near future.
This land stands in our books at 40 cents per
foot. You will be pleased to know that our
business this year up to date shows a steady
expansion. I shall be pleased to answer any
questions in connection with the Report and
Statement of Accounts now under considera-
tion before proceeding to move their adoption.

Mr. Reece then put the following questions
and the Chairman made the replies given
below.

1. Having regard to the fact that the new
regulations of the Company were adopted and
came into operation on the 20th December,
1900 and the fact that Art. 80 of such Regulations
is in its terms prospective only, how do the
General Managers make out that they are
entitled to a salary at the rate of \$7,200 per
annum and to a commission of 5% on the net
profits of the Company in respect of any period
prior to the said date?

2. Having regard to the fact that the net profits
of the Company cannot be ascertained until
after the amount written off for depreciation
has been deducted and to the fact that in the
Balance sheet the net profits for the year 1900
after writing off \$17,106.96 for depreciation
appear to be \$174,503.96 how do the General
Managers make out that the net profits for
that year on which they claim amount to
\$191,610.92?

3. In respect of what items of assets appearing
in the Balance Sheet is the sum of \$17,106.96
for depreciation written off and how much is
written off in respect of each of such items?

4. What is the total amount of commission
that the General Managers have charged for the
year 1900 under Art. 82 of the new Regulations
and has any and how much of each commis-
sion been charged on goods ordered by or for
the Company prior to the 20th December 1900?

5. Have the General Managers retained re-
ceived or charged any other, and what remunera-
tion or commission besides the remuneration
and commission claimed by them under Articles
80 and 82 of the new Regulations?

6. What was the total cost of general manage-
ment to the Company for the year 1899 and
1900 respectively?

7. What were the book values of Inland Lot
No. 16 and the Remaining Portion of Kowloon
Inland Lot No. 549 and for what sums were
they respectively sold?

8. From whom, for what purpose and at what
price was Marine Lot No. 2 c purchased?

9. The net profits for the year 1899 after writing
off depreciation amounted to \$97,447.15. The
net profits for the year 1900 after writing off
depreciation and deducting the extraordinary
profit of \$82,173 derived from the sales of land
amounted to \$97,447.11. The net profits for
the year 1900 after writing off depreciation and
deducting the extraordinary profit of \$82,173
derived from the sales of land amount to
\$97,330.96. How do the General Managers
account for a falling off of \$5,116.15 in the
ordinary profits of the business?

SALE OF THE "SOBRON".

At the sale by auction of the wreck of the *Sobron* by Messrs. Hughes & Hough, it was stated that the amount of coal in the bunkers was 1,600 tons, not 1,200. With the first lot 2 Benbow boats were offered. The auctioneer also stated that a boiler and decker were already in place, all but one ready for shifting cargo. Everything was aboard at the present time exactly as the chief officer left the ship on Sunday, the 12th inst.

The first lot, consisting of the hull, engines, etc., and 1,600 tons of coal in the bunkers, was started at \$2,500 first bid; the price crept up slowly by \$500 a bid to \$7,500 at which price the lot was withdrawn. Lot 2, consisting of the various items in our advertisement had no bidder.

Lot 3, the boiler now on the steamers deck, had no bidder, and the auction was closed. The attendance was poor.

FIRE IN BEACONSFIELD ARCADE.

About ten o'clock last night fire broke out in the premises of the barber's shop known as Salon Richfield, situated on the ground floor of Beaconsfield Arcade. The fire broke out quickly on the spot, but all efforts at extinguishing the blaze proved unavailing, and the Brigade turned their attention to preventing the spread of the flames and were successful in confining the outbreak to the one room. The whole of the barber's shop was completely gutted, nothing but a few charred remains of shelves and other portions of woodwork remaining, together with a strong scent of various perfumes, the bottles containing which had apparently burst during the fire and thrown their contents over the whole room. So far there is no clue to the origin of the fire. We understand that the contents of the shop were insured with the Commercial Union Assurance Company for twenty-five thousand dollars. The whole stock is a total loss.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

MUNICIPAL REFORM.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—Scrutator in his valuable letter to the *Daily Press* of this morning suggests that the question of Municipal reform in the Colony is one that might well be taken up by the China Association. It would not be possible for that body to entertain the question consistently with its special objects, and if the local branch were to exhibit any activity in that direction it would find itself very speedily called to order by the Executive Committee in London, the fundamental principle of action of the China Association, as at present constituted, being to keep the peace with the Powers that be and to avoid any and every question that might stir up angry feeling among the official body. Any movement for a reform in the methods of government in Hongkong necessarily involves an attack on and condemnation of the existing régime and a vigorous onslaught on the system responsible for its continued existence, and such an attack, to be effective, must take the shape of an appeal to the public.

The following are the objects for which the China Association exists and outside of which it cannot well act. It would be well if it was able to show that it had performed any useful work with reference to the greater number of them.

- (1) To represent, express and give effect to the opinion of the British and Chinese Communities in their political and commercial relations with the Chinese and Japanese.
- (2) To promote and protect the trade, commerce, shipping and manufactures of the United Kingdom, India and the Colonies with and in China, Hongkong and Japan.
- (3) To consider all questions connected with such trade and shipping and manufactures.
- (4) To propose or procure or oppose legislation and other measures affecting such trade, commerce, shipping and manufactures. To collect statistics and other information relating to such trade, commerce, shipping and manufactures.

Trade commerce shipping and manufactures in China, Hongkong and Japan are the primary objects for the protection of which the Association is prepared to work, and the political functions of the members are limited to such portions of the political relations of Great Britain as are connected with our trading interests in China and Japan.

Municipal reform in this colony and the improvement of the methods of Colonial Government generally and outside the legitimate scope of the operations of the Association. As for any hope of getting together any body in Hongkong pledged to labour in the cause of reform, it is quite useless to attempt until such time as there is a change in the management of the Hongkong Bank, or until Sir Thomas Jackson can be induced to take the lead in the movement. He dominates the Colony at present and if he frowns on the efforts of the would be patriots and on their ambitions for the improvement of the position, nothing could possibly come of their labours. In fact the Association would very soon, cease to exist, as member after member dropped off, from it. Ask the head of the Pimbley House what he thinks of the state of affairs and he will tell you that the Colony is extremely well governed and that "all is for the best in this best of all possible colonies." It is the old question: Who will bell the cat? If Scrutator has the courage of the pigmy why does he not put his name to his every excellent letter, and give us a leader in his own person?

Yours,

OLD RESIDEE.

Hongkong, May 22nd, 1901.

THE NORTHERN RAILWAYS.

BRIDGE RE-BUILT BY GERMANS.

The Peking correspondent of the *New Press* writing from Peking, May 10th says:—The railway bridge at Hankou on the Tongku-Shan-hai-kwan line was opened on Wednesday. There was a special ceremony at which General Reid, from Shan-hai-kwan, Colonel Macdonald, Director of Railways, and other British officers from Peking, Tientsin and Tongku were present, as well as a number of German officers from Tientsin. The bridge was rebuilt by the Germans on their own special request. The Germans have been all along anxious to "do something," and they have certainly done this work well—rather too well, probably, for those who will have ultimately to pay the bill, namely, the railway shareholders. The construction is remarkable as being almost the only big work of its kind which has been done entirely without Chinese labour. It was curious to see German soldiers working as coolies. They enjoyed it, as well they might, seeing that they were receiving double pay and at the same time deriving valuable experience in bridge building. Great compliments were deservedly paid to Major Gerhard who is responsible for the work. It is anticipated that when the rest of China has fallen to pieces the Hongku bridge will still stand unimpaired.

There is now no break in the railway from end to end, Shan-hai-kwan to Tongku and Peking. The Bombay Sappers and Miners have performed a useful work in clearing the River Peiho of the sunken junks which have formed a danger to traffic since last August. The owners of the junks were given every opportunity for regaining their property and in some instances availed themselves of it. This week Tientsin has been shaken by a number of earthquake shocks every morning, due to the blasting operations. The clearance is now complete.

The British are understood to have withdrawn from their position regarding the railway siding at Tientsin. The Russian view is stated to have been upheld at home.

MANILA BANKS PROTEST.

WASHINGTON, April 1st. Representatives of the principal banking houses of Manila have filed with the Secretary of War complaints against the operation of an act of the Philippine Commission entitled "An act to prevent discrimination against money of the United States by banking institutions."

The act provides that every bank of deposit in the Philippine Islands shall accept deposits both in the money of the United States and in Mexican, and other local money, and shall honour cheques on or repay such deposits in the kind of money in which they are made. This means that deposits in gold must be paid to depositors in gold. The banks claim that this is unjust, that frequently gold deposited is not retained in the bank, and that they are willing to pay depositors in silver equal to the value of the gold.

The papers filed with Secretary Root allege that the act is unconstitutional and ask that it be repealed.

CANCER MICROBE IDENTIFIED.

Dr. Gayford, a medical professor of Buffalo University, claims to have discovered that cancer is caused by a tiny animal parasite which he has identified and isolated.

He asserts that the organism of cancer is undoubtedly a protozoan, and he has at least preliminary proof that the bodies he finds are the organisms. The doctor declared that the cycle of development can be observed under the microscope, and that the parasite can be developed in culture tubes.

After an injection of these cancer protozoa into an animal they have been found by millions in its blood.

Dr. Gayford says his experiments have proved the correctness of the observations of Heflifer, Knochling, and other German scientists. He has been investigating the cause of cancer for several years, and his announcement has caused the greatest interest in American medical circles. It is believed that his deductions, if correct, may lead to the discovery of an effective cure for the dread disease.

Dr. Gayford will submit a full report on the subject to the New York Legislature.—*The Advocate of India*.

THE WATER TUBE BOILER QUESTION.

MR. DELAUNAY BELLEVILLE ON THE PRELIMINARY REPORT OF THE "WATER TUBE BOILER COMMITTEE."

SAINT DENIS, 23rd March, 1901.

SIR,—Since I had the honour of replying on the 13th March to questions you have been kind enough to address to me, I have received the preliminary report of the Water Tube Boiler Committee published in *The Times* of this same date, 13th March.

I think it necessary to place before the Admiralty the following observations which are suggested to me by the perusal of this document.

After having stated in paragraph 1 that the advantages of the water tube boilers for service in the Navy, principally from a military point of view, are so great that their employment is certainly preferable to that of the cylindrical type of boiler, the Committee state, paragraph 10, that at the period when the Belleville boiler was introduced into the Royal Navy on the *Powerful* and the *Terrible* it was the only system of water tube boilers of large diameter which had been experimented on at sea on a considerable scale in actual service, and it was therefore possible to rightly consider it as the best system of water tube boiler for the fleet.

Now, on the contrary, the Committee expresses the opinion, in paragraph 2 of its Report, that the Belleville boiler has not as regards the other systems of water tube boilers, advantages of a nature to recommend its being fitted as best answering the needs of the British Navy.

It suggests even in paragraph 4 that the preference should be given to four other types of boilers.

This further opinion could only be justified if since the period of the installations of the *Powerful* and the *Terrible* the Belleville boiler had ceased "to be employed at sea on a considerable scale in active service," and if the Admiralty had been able since this period to experiment with other types of water tube boilers of sufficiently large proportions to permit of its finding in this experience the elements for a reasoned judgment.

Now, so far as concerns the Belleville boiler, it has not ceased since the installation of the *Powerful* and the *Terrible* to be extended in all the Navies of the globe, and its numerous applications give in every case the same good results.

As to the four types recommended by the Committee, to what extent have they been tried by the British Admiralty?

Two of these types indicated by letters (a) and (b) have only been tried on torpedo-boat destroyers, and the Report itself states in paragraph 5 "that the trials which the Committee has witnessed have shown the difficulty of drawing from the experiments with torpedo-boat destroyers conclusions strictly applicable to the largest vessels." Further, it is stated that the type (a) adopted for vessels under construction differs substantially from the model experimented on under the conditions above mentioned.

As to the two other types proposed (c) and (d), neither of them has been tried in the British fleet.

In the absence of all comparative trials judged sufficient by the Committee itself, that is to say without any solid basis for establishing a direct comparison, one is justified in asking how the Committee has been able to decide on the inferiority of one type in relation to other types, and to insist on its exclusion from all future vessels.

And, in fact, after how long a period of experiments and of navigation will the Admiralty have gathered in respect of the new boilers as much, and as detailed information as it now possesses in respect of the Belleville boilers in its own fleet and in foreign vessels? After what length of service, particularly will the Admiralty consider itself as possessing definite knowledge in regard to the safety, the cost of upkeep, and the risk of destruction or corrosion of the types of which it has not yet been able to make experiments in large vessels?

In the British Navy even there are many other installations in force besides those of the seven ships inspected by the Committee. Iron-clads and cruisers at present in the China seas have their Belleville boilers in all respects in good condition. The Admiralty certainly would

do an act of justice in letting these facts be known.

It is impossible besides not to take account of the results of the experience acquired outside of the British Navy.

In fact it is not a matter of public notoriety that the numerous vessels of the French marine provided with Belleville boilers, have accomplished distant repeated voyages, renewed, and always satisfactorily? Many of these large French ships are still at this moment in the waters of China and Japan, and it is certainly easy for the British Admiralty to ascertain by official means the good results which they are realising.

The memorandum joined to the presented letter mentions the principal work carried out by a certain number of these French warships.

In another Navy a recent fact must be mentioned. The Japanese Admiralty taking delivery at Yokohama of the cruiser *Arumai*, built in France and fitted with Belleville boilers, wrote officially to the builders to congratulate them on the excellent results of this first voyage made with a Japanese crew.

Finally, I can rely on the evidence of the continuous voyages accomplished with the Belleville boilers by the mail boats of the Messageries Maritimes. The Committee is not ignorant of the results obtained, for it sent to Marseilles three of its members who visited in detail the boilers of the *Indus*, then about leaving, and those of the *Lois* immediately on their arrival from their regular voyage to China and Japan. The delegates of the Committee were able to state the perfect condition of the boilers of these mail boats. They were able to recognise particularly as regards the *Lois*, the oldest of the vessels fitted with economisers, the tubes of the latter after three years' wear showed no signs of corrosion. I permit myself to express regret that the Committee should not have specially mentioned this important result in its Report.

At the request of the Admiralty one of its engineer inspectors, Mr. Pitt, who went on board the *Indus* to China, was authorised by the Compagnie des Messageries Maritimes to study during the voyages the workings of the boilers and the engines of this mail boat. The Admiralty must necessarily have received from this officer precise information on the subject of the working of the Belleville boilers which he thus inspected. It would be very useful in the interest of truth that this information should be made known in the same degree as the appreciations of the Committee.

I add to this letter a statement of the number of thousand nautical miles travelled since their employment by each of the mail boats of the Messageries Maritimes fitted with Belleville boilers. In no case has one of these mail boats been delayed from anything in connection with these boilers.

The Admiralty will certainly feel that, in these there are a number of notorious and important facts which are worthy of being considered, and that in the face of results so numerous, so satisfactory, and so entirely in agreement, it can scarcely give effect to the proposition of the Committee to withdraw the order for Belleville boilers intended for vessels of which the construction has recently been decided on, no other type of boiler being able to present for the judgment of competent men and of the public possessing practical experience in such matters so many and such decisive results as those which I have summarised.

Such, Sir, are the principal observations suggested to me by the perusal of the Preliminary Report of the Water Tube Boiler Committee, and which it has appeared to me might usefully be submitted to the Admiralty. In a further letter I hope to examine from an exclusively technical point of view the opinions set forth in the Report.

DELAUNAY BELLEVILLE.

Sir Evan MacGregor, K.C.B., Secretary of the Admiralty, Whitehall, London.

THE CHINA CLIPPERS.

Fairplay notices a little book entitled "The Good Old Days of Shipping" by Lieut. W. H. Coates, and says:—

Perhaps the most interesting chapter in the book is that on "The China Clippers." In the early forties the Americans turned out some fast ships for the China and other long trades. Freight between New York and San Francisco was made in 27 and 28 a ton. The *Flying Cloud*, built by Donald McKay at East Boston in 1857, made 324 statute miles in one day, noon to noon. The *Sovereign of the Seas*, from the same yard, received as freight on her first voyage from New York to San Francisco \$24,000 (£16,800). In her second year she made 6245 miles in 22 days. The American clipper *Surprise* took outward cargoes from New York to San Francisco, made her way to China, and loaded tea at Canton for London. Her receipts for the round voyage, paid her entire cost and running expenses, besides leaving a profit of \$50,000 (her freight from Canton was £6 a ton). One of the Baltimore clippers, the *Architect*, secured in 1854 no less than £8 a ton freight from Canton to London. The success of the American vessels stimulated the energies of British builders. Mr. Richard Green's *Challenger* was pitted against the American clipper *Challenge* from Anjer home and ship was staked against ship. The British ship beat the American by two days, making the passage in 62 days. Reference is made to the *Lord of the Isles*, the *Titanic*, the *Ariel*, the *Fiery Cross*, the *Serica*, the *Taiping*, the *Tailling*, the *Thermopylae*, the *Cutty Sark*, the *Sir Lancelot*, and other famous British clippers.

THE LATE SIR EDWARD WATKIN.

England is not the country of Railway Kings, says the *Globe* of the 15th ult., but if any Englishman has had a claim to the title, it was Sir Edward William Watkin. He is remembered by the present generation in London and the Southern Counties mainly as Chairman of the South-Eastern and Metropolitan Railway Companies, but he was at the same time head of the Manchester, Sheffield, and Lincolnshire Railway, the nucleus of the Great Central and now merged in that undertaking, and from time to time was connected with other railway companies in one capacity or another. The weight of responsibility which devolved upon him at one period of his life was, indeed, enough to crush a weaker man. Most of his enterprises he was successful, but there was one notable exception, the failure of which was, it may be believed, a great disappointment to him. His chairmanship of the South-Eastern Company brought him into continual connection with French railway managers, and for many years he strove with all his might to secure a continuous railway between London and Paris by tunnelling the Channel. He never admitted that the scheme was impracticable from the engineering point of view, and in that opinion he was sustained by competent opinion both in England and France. The project was not favoured, however, in this country, where it was foreseen that whether it involved actual danger or not, its realisation was sure to result in panics from time to time almost as disastrous as an armed conflict. Sir Edward Watkin had ideas of his own that point, and insisted that the tunnel could be effectively neutralised.

BANK OF CHINA.

A SHAREHOLDER'S PLEA FOR LIQUIDATION.

At the meeting of the Bank of China and Japan held on the 15th ult., says a home paper, Mr. W. Keswick, the chairman, observed that as the result of the bank's operations during the past year, although not so satisfactory as the board could have wished, the outcome fulfilled the expectations of the directors when they last met. The year had not been without its difficulties, and during the last half of it, business at Shanghai was comparatively at a standstill. Business at the other branches had increased, and were the bank's resources greater, it could work more profitably. The liquidation of the old bank was steadily proceeding, and the efficiency account now stood at \$90,000, as against \$207,000 in the account to December 31, 1899. Representations continue to be made through official circles in regard to the indebtedness of the Chinese shareholders, but the serious events in Peking had prevented any visible success.

In the discussion Mr. Basil Fleming strongly asked the chairman to give an undertaking that unless \$50,000 or £60,000 were recovered during the current year from the Chinese proprietors, he would take action to liquidate the bank. He, the critic, considered that in view of the huge indemnity asked for by the Powers nothing would be obtained from the Chinese shareholders. The market value of the shares was very much less than the amount which would accrue from the realization of the assets. The chairman said it was impossible to give the undertaking asked for, but certainly the directors had no wish to continue the bank unless it proved successful. Mr. Fleming intimated that unless something were done to bring matters to a head he would be under the necessity of calling an extraordinary general meeting of the shareholders to consider the question of the future of the bank.

THE EARL OF ROSEBERY.

The east wind has played havoc with our men of light and leading. It has had Lord Salisbury at its feet. It has sent both Sir Henry Campbell-Bannerman and Sir William Harcourt to bed. It has tried the strongest and shaken the weakest. It has sent the anxious inquirer asking nervously about the future—who is to lead us and emancipate us from the despair over the "sweet by-and-by"? The old giants are shivering to their fall, and we are dismally warned. Where are we to look for a new set of giants? Who are the new men? Are there any new men at all? Periodically a *ballon d'essai* is sent up from Printing House Square in the interests of Lord Rosebery, and anxious Liberals are told to keep their eye upon The Durdans, for here exists the one man capable of leading them to power and place. But the statesman most directly concerned makes no response. Apparently he does not care. When he breaks into speech his admirers say "How clever!" and Mr. Perks revives his project of establishing a Rosebery party in the House of Commons, with its own Whips, a political pocket Bible, and all complete. And so the Rosebery merry-go-round revolves from season to season.

I will, if you please, separate Lord Rosebery from the standpoint of his defects. The cardinal defect of his character seems to those who have studied it closely to be a want of persistence. It was persistence that made Mr. Gladstone so successful and so brilliant as a statesman. His notion of the luxury of life consisted in the triumph of purpose. If he had been born a Roman he would have become a Cæsar; if he had lived in the Middle Ages he would have died either a Cardinal or a great soldier.

Men say Lord Rosebery has been spoilt. He is too wealthy, for one thing. He has been too persistently flattered to be self-depreciative; which is the steady pole of the unprofessional punter. Lord Rosebery is too gay a punter to be quite safe—in his own hands. He fails at the moment upon his divisions, but he does not bind them up. His associates are naturally and inevitably amongst the highest and the weakest. Pleasure plays a large, if not a leading part in his career, because pleasure has him completely and necessarily in her arms. He is too grave to be called a society butterfly. Yet even in his serious moments, when he is at the table of the House of Lords, or propounding problems of Empire or policy at the hospitable table of the City Liberal Club, you find it impossible not to associate him with the favourites of fortune, the sport of genius and the triumph of grace. The chronicles of the day usually trace his course from one charming home to another charming home, or depict him as a swallow flying to the sun, or vision his engagements amid the exalted gaieties of life and away from its squalor, its grime and dishonour.

If Lord Rosebery were an ascetic it would be because of his inability to encompass the indulgence that is about him. His prodigious ability has made him incapable of bemoaning the lack of an intellectual grace. He is deprived of one of the simulators known to capacity. He is a popular idol, who has obtained so readily every wish of his own that he relapses from time to time into intervals of despair, and in that humour years for each other and the toil-worn sleep of the daily labourer. But the golden chariot of fate picks him up in the morning, and in the afternoon finds him immersed in the gaudy delights of his beneficent genius.

Yet Lord Rosebery will remain for a long time the most interesting speaker known to Englishmen. He is what the Americans know as a "live" debater. His manner is fascinating. He looks fascinating. His fine mobile face, his flexible delivery of language, his strong impressive voice, which suits itself to any question, all seem to interpret his compact figure, and its suggestions of strength and endurance. Lord Rosebery is what he seems. He may be pronounced a showy rhetorician, but the track of his speeches always is crystallised with happy thoughts, which would jewel any phrasebook. In his own way he is the cleverest man in London and the most attractive. He divides the interest of the political world with Lord Salisbury. As a social favourite he stands alone immediately behind the King. He has no rival as a great converser. He has just escaped being royal in the highest sense of what is royal. Critics who have studied Lord Rosebery by the light of certain actions, say that he lacks ballast. Perhaps it would be fairer to say he is too "impressionable." I have heard it said that he is prone to take up the idea of the last man that he has been talking to, and to play this for all his own. Gladstone, as Prime Minister, never surrendered to an idea, not being his own, until he was forced to adopt it by party expedience. Then he, by a natural paradox, loved it. His characteristic persistence it was that shaped the weapon that carved his career. When he made up his mind, whether from his inner consciousness or at the dictation of opportunism, he stuck to it as the only possible thing to do.

Lord Rosebery may be classed as a brilliant Englishman. He has all the qualities of a brilliant Englishman. He doubtless suffers from the defects of brilliancy, he dazzles where he would convince. But it is a point well gained on the road to conviction when the person to be convinced is a *disappointed Sunday Sun*.

AGUINALDO FEARS ASSASSINATION.

(From Shanghai Papers.)

WASHINGTON, April 12th. The report that Aguinaldo fears assassination at the hands of the late General Luna's followers explains to army officers the reason why he has been kept at General MacArthur's palace. General Luna was one of the best insurgent leaders who followed Aguinaldo in making war upon Americans. He was a bold and aggressive fighter, but after the defeat at Malolos he reported to Aguinaldo that the insurgents could not cope with the Americans and they had better make the best terms possible. Luna sent a delegation to Manila to discuss matters with General Otis and the Philippine Commission. After agreeing to his plan, Aguinaldo sent for General Luna and had him assassinated in his presence. Army officers who were in the Philippines say the followers of Luna have sworn vengeance on Aguinaldo, and they do not believe the insurgent chief will ever be safe from assassination in Manila or in that part of Luzon, unless kept under the protection of Americans. War Department officials believe MacArthur will keep Aguinaldo a prisoner for some time, as much for his own safety as to prevent him from starting another insurrection.

NOTANDA.

CALENDAR.

MAY.

Meteorological means based on ten years' observations to 1899.

Barometer 29.867
Thermometer 76.2
Humidity 84.0
Rainfall 15.0

TO-DAY.

WEATHER REPORT.

On date at On date at
a.m. p.m.
Barometer 29.89 29.81
Temperature 84 86
Humidity 75 67
Rainfall 67

TO-DAY.

Wednesday, 22nd May, 1901.

Chinese—5th of 4th moon of 27th year of Kwang-su.

Sun—Rises 5hr. 19min.

Sets 6hr. 33min.

High water—Morning 6hr. 51min.

Morning 11hr. 52min.

Low water—Morning 3hr. 25min.

Afternoon 6hr. 25min.

ANNIVERSARIES.

1899—Shanghai Magistrate and Yu Shiu Wan agreed over New Shanghai settlement.

TO-MORROW.

Thursday, 23rd May, 1901.

Chinese—6th of 4th moon of 27th year of Kwang-su.

Sun—Rises 5hr. 19min.

Sets 6hr. 34min.

High water—Morning 6hr. 45min.

Morning 11hr. 52min.

Low water—Morning 3hr. 6min.

Afternoon 7hr. 16min.

ANNIVERSARIES.

1898—The American Legation at Tokio, burnt.

1868—Loss of the P. & O. steamer *Benares* on the Fisherman's Group.

1884—Fall of Berber.

1898—Japanese evacuate Wei-lai-wei.

1899—U.S.S. *Olympic* with Admiral Dewey on board arrives in Hongkong.

AGENDA.

TO-DAY.

Cargo ex *Melpomene* subject to rent.

Cargo ex *Nuernberg* subject to rent.

Cargo ex *Gisela* subject to rent.

TO-MORROW.

Daylight—O. S. K. Co's steamer *Anping Maru* leaves for Coast Ports.

3 p.m.—Extraordinary General Meeting of the Shareholders of the Wanchai Warehouse and Storage Co. Ltd., at their office.

FRIDAY, 24th.

4 p.m.—N. Y. K. steamer *Kasuga Maru* leaves for Australian Ports via Manila etc.

(A 500)—P. & O. S. N. steamer *Parramatta* leaves for Shanghai.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

May 20th.

The officers of the American steamer *Tai-shan*, are Captain Patterson, T. Stephen, chief officer; W. Kay, chief engineer; Chas. Stuart, 2nd officer; A. Adair, 2nd engineer; Taylor, 3rd engineer.

Jas. McDonald, chief engineer, s.s. *Chuan-shan*, has been promoted chief engineer, *Pak-shan*.

R. H. A. Keller, acting chief engineer, s.s. *Pak-shan*, has been promoted, 2nd engineer, *Pak-shan*.

A. Cameron, 3rd engineer, s.s. *Pak-shan*, gone home.

Jos. Brown, chief engineer, s.s. *Siam*, has been promoted chief engineer, *Chuan-shan*.

Fred. Dean, 2nd engineer, s.s. *Siam*, has resigned his ship and joined the Siamese gunboat *Malet Rakumar*.

Percy Smith, resigned P. W. D. joined s.s. *Pak-shan*, 3rd engineer.

E. J. Stoddart, chief engineer, s.s. *Diamante*, gone home.

Alex. Whyllie, 3rd engineer, s.s. *Diamante*, has been promoted chief engineer, *Diamante*.

T. H. Williams, 3rd engineer, s.s. *Esmeralda*, has been promoted 3rd engineer, *Diamante*.

T. Clark, resigned from Douglas Co. 2nd engineer, *Esmeralda*.

J. Furniss, from home leave has joined s.s. *Loongang*, chief engineer.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU.....	Kobe and YOKOHAMA	To-morrow, 23rd May, at Noon.
ROSETTA MARU.....	NAGASAKI, KOBE and YOKO-	FRIDAY, 24th May, at Noon.
	HAMA	
HIROSHIMA MARU.....	BOMBAY, VIA SINGAPORE and	FRIDAY, 24th May, at Noon.
	COLOMBO	
KASUGA MARU.....	SYDNEY and MELBOURNE, VIA	FRIDAY, 24th May, at 4 P.M.
	MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	
INABA MARU.....	MARSEILLES, LONDON and ANT-	FRIDAY, 31st May, at Daylight.
	WERP, VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 22nd May, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)		Tuesday, 11th June, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)		Thursday, 4th July, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)		Tuesday, 30th July, at Noon.

THE Twin Screw Steamship

"NIPPON MARU."

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 11th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 18th May, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION," between HONGKONG and PORTLAND (Or.), Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAVELLI" will be despatched for PORTLAND (Or.) about 5th June, 1901. Through Bills of Lading issued to Pacific Coast Ports, and all Eastern, Canadian and United States Ports.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

ALLAN CAMERON, General Agent.

Hongkong, 18th May, 1901.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways; and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 25th May, at Noon.
"DORIC"	SATURDAY, 1st June, at Noon.
"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"JALISCO"	TUESDAY, 23rd July, at Noon.

THE P. M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 25th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) to European Ports, and to European Civil Service Officials of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100 Gold or over) destined to points beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

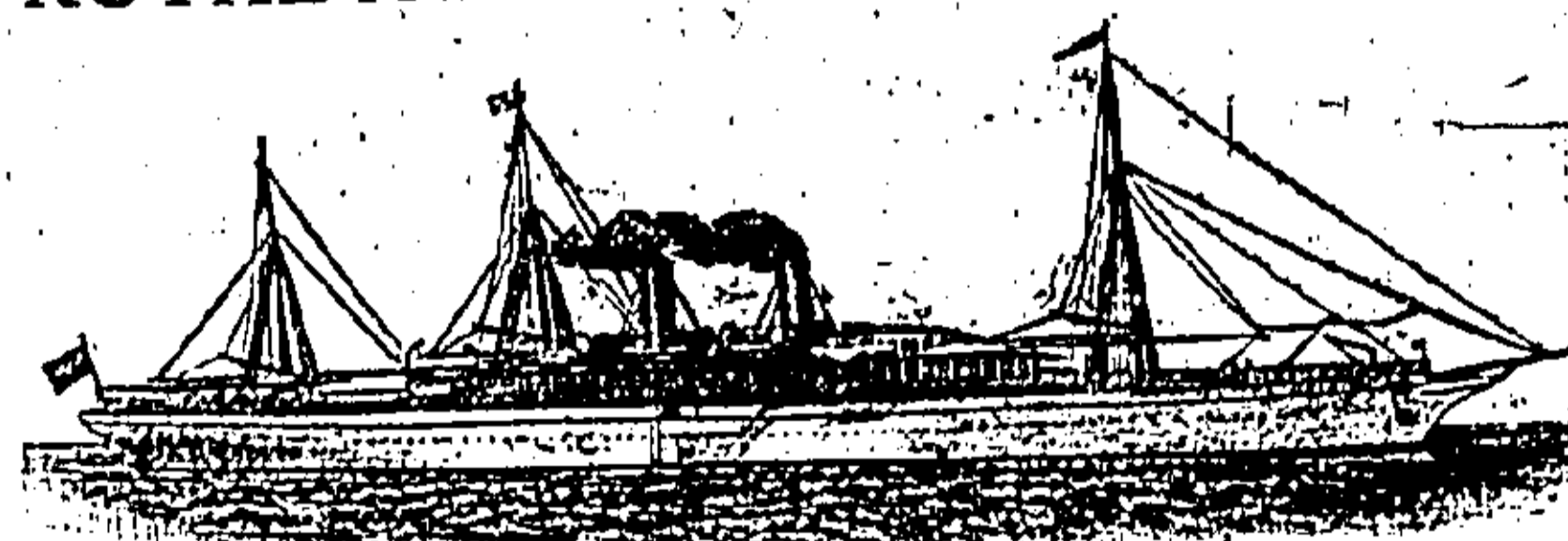
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 7th May, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



"SAFETY. SPEED. PUNCTUALITY." THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 5th June.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 26th June.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 days, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and making connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 15th May, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE).	24th May. } Freight.
SEGOWIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	31st May. } Freight.
WITTENBERG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	10th June. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

No. 11, Queen's Building.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
LOILO and CEBU	"KAIFONG"	27th instant.
AMOI, SINGAPORE, SAMARANG, and	"SHANGTUNG"	29th instant.
SOURABAYA	"WHAMPOA"	29th instant.
SHANGHAI	"KWEIYANG"	5th June.
TIENTSIN	"CHANGSHA"	10th June.
MANILA		
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	10th June.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 20th May, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"PROMETHEUS"	18th May.
	"GLAUCUS"	11th June.
	"ALCIBIOUS"	14th June.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"CALCHAS"	28th May.
	"DARDANUS"	11th June.
	"MACHAON"	23rd June.
	"PROMETHEUS"	9th July.
	"RHIEUS"	6th June.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 20th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOI. THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 26th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 20th May, 1901. [226c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI AND KELUNG. THE Company's Steamship

"AKASHI MARU," Captain K. Sudzuki, will be despatched as above on TUESDAY, the 28th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 21st May, 1901. [481c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOI. THE Company's Steamship

"MAIDZURU MARU," Captain K. Sobajima, will be despatched for the above Ports, on WEDNESDAY, the 29th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 21st May, 1901. [226c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King, 13379 about June 10

THE Steamship

"BELGIAN KING," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 10th June.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. Hongkong, 15th May, 1901. [184c]

"GLEN" LINE OF STEAMERS.

FOR NEW YORK. THE Company's Steamship.

"GLENARTNEY," Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th May, 1901. [540c]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"INDRANI," Captain will be despatched as above on or about the 25th June.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 16th May, 1901. [529c]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ARARA," Captain will be despatched for the above Port, on or about the 1st August.

For Freight, apply to SHEWAN TOMES & Co., Agents.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOI. THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, TO-MORROW, the 23rd instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 22nd May, 1901. [321c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"YUENSANG," Captain Rolfe, will be despatched as above on FRIDAY, the 24th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 18th May, 1901. [538c]

NIPPON YUSEN KAISHA.

FOR MANILA. THE Company's Steamship

"KASUGA MARU," (3,873 Tons Gross, Captain H. Fraser), will be despatched for the above Port, on FRIDAY, the 24th instant, at 4 P.M.

This Mail Steamer is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric light and Refrigerator. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 16th May, 1901. [530c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN," Captain Ellis, will be despatched as above on THURSDAY, the 30th instant, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions; Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th May, 1901. [520c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY. (In close connection with the Co.'s Accelerated Line to TRIESTE).

THE Company's Steamship

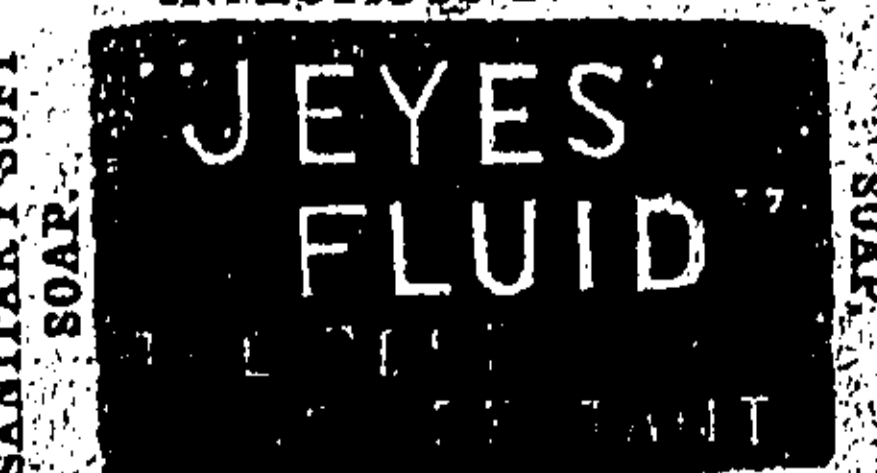
"MELPOMENE," Captain Matcovich, will be despatched as above on FRIDAY, the 31st instant, P.M.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 20th May, 1901. [514c]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

JAPANESE CURIOS.

PLENTY

HAND.

D. NOMA,

Bedouinfield

Arcade.

Opposite the City Hall.

The Share Market.

LATEST QUOTATIONS.

(May 22nd).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	375 1/2 premium
The Bank of China & Japan, Limited	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	1
The Bank of China & Japan, Limited (Deferred)	£ 1	15 1/2 buyers
National Bank of China, Ltd.	£ 8	\$27 buyers
Do. Founders	£ 1	\$15 sellers
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$335 buyers
Chiu Traders' Ins. Co., Ltd.	\$ 25	\$60
North China Ins. Co., Ltd.	£ 25	Tls. 180 buyers
Yangtze Ins. Assoc. Ltd.	\$ 60	\$125
Canton Ins. Office, Ltd.	\$ 50	\$180 sellers
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$350 sellers
China Fire Ins. Co., Ltd.	\$ 20	\$87 1/2 sellers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$35
Indo-China Steam Navigation Co., Ltd.	£ 10	\$136 sales
China & Manila S.S. Co., Ltd.	£ 40	\$53 sellers
Douglas Steamship Co., Ltd.	\$ 50	\$54 sellers
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£12 buyers
Star Ferry Co., Ltd.	\$ 20	\$24 sellers
"Shell" Transport & Trading Co., Ltd.	£ 1	£3 sellers
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$133 buyers
Luzon Sugar Refining Co., Ltd.	\$100	\$38 sellers
Mining.		
Punjom Mining Co., Ltd.	\$ 8	\$74 buyers
Punjom Mining Preference Shares	\$ 1	\$140
Société Française des Charbonnages du Tonkin	£ 250	\$330 buyers
Queen Mines, Ltd.	25 cts.	7 cents sellers
Jebeu Mining and Trading Co., Ltd.	\$ 5	\$5.25 sellers
Raub Allain Gold Mining Co., Ltd.	17s. 10d.	\$20 sellers
Oliver's Freehold Mines, Ltd. A.	\$ 5	\$24
Oliver's Freehold Mines, Ltd. B.	\$ 5	\$14
Hongkong Whampoa Dock Co., Ltd.	\$ 50	\$315 buyers
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$105 sales
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$64 buyers
New Amoy Dock Co., Ltd.	\$ 64	\$224 buyers
Land, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	10	\$94 sellers
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$198 sellers
Kowloon Land and Building Co., Ltd.	\$ 30	\$30 sellers
West Point Building Co., Ltd.	\$ 50	\$56 buyers
H'kong Hotel Co., Ltd.	\$ 50	\$130 sellers
Oriente Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$14 sellers
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$74 buyers
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 50 buyers
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 45
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 55
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 325
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 25
Other Companies.		
Alhambra, Limited	\$500	200 p. buyers
La Commercial, Ltd.	\$500	100 p. buyers
Hessiana Limited	\$500	100 p. buyers
La Favorita	\$500	100 p. sellers
Green Island Cement Co., Ltd.		
China-Borneo Co., Ltd.	\$ 15	\$38 sales
A. S. Watson & Co., Limited	\$ 10	\$17 buyers
Watkins, Limited	\$ 10	\$24 sales
Hongkong Electric Co., Limited	\$ 10	\$124 sales
Hongkong Electric Co., Limited	\$ 5	\$64 buyers
Hongkong and China Gas Co., Ltd.	£ 10	\$135 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$174 buyers
Go Fenwick & Co., Ltd.	\$ 25	\$55 sellers
H'kong Ice Co., Ltd.	\$ 25	\$175 buyers
H'kong High-Level Tramways Co., Ltd.	\$100	\$225 buyers
Dairy Farm Co., Ltd.	\$ 6	\$7 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 sales
Campbell, Moore and Bell's Asbestos East-ern Agency, Ltd.	£ 1	\$1.10 sales
United & West-ern Oriental Agency, Ltd.	\$ 4	\$114 buyers
Tobacco Planting Co., Ltd.	\$ 5	\$33 sellers
Universal Trading Co., Ltd.	\$ 20	\$20 sales
H.K. Steam Water-boat Co., Ltd.	\$ 5	\$7
China Light & Power Co., Ltd.	\$ 20	\$20
Robinson Piano Co., Ltd.	\$ 50	\$50

BENJAMIN, KELLY & POTTS,
Share Brokers.
Telephone No. 148.

VISITORS AT THE HONGKONG HOTEL.

Almond, Mr. R. W.	Katsch, Mr. E. A.
Anders, Mr. R. J.	Kiene, Mr. and Mrs. F.
Andersen, Miss	Kiene, Mr. A.
Andrew, Mr. S. A.	King, Maj. H. S., R.E.
Angus, Mrs.	Kirkwood, Mr. J.
Arnold, Mr. H.	Lange, Mr. P. A. De
Atkinson, Mrs. & Miss	Langhorne, Mr. M. M.
Atterton, Mr. and Mrs.	Liblain, Mr.
Auld, Mr. J. S.	Lindsay, Mr. and Mrs.
Bailey, Mr. W. S.	Littledale, R.E., Major
Ball, Mr. and Mrs. O.	Long, Mr. & Mrs. D. M.
Bell, Mr. D.	Lyons, Mr. R.
Benjamin, Mr. D.	Macdonald, Mr. D.
Berger, Mr. F. J. G.	Macdonald, Mr. D.
Bernard, Mr. and Mrs.	Manice, Mr. and Mrs.
Black, Mr. J.	Marlow, Mr.
Boyer, Mr. C.	Mattlock, Mr. S. C.
Brandreth, R.N., Lt. & Mrs.	McLellan, Mrs. and
Brooks, Major & Mrs.	McWilliam, Mr. J.
Burns, Mr. J. W.	Messner, Mr. F.
Burns, Mr. and Mrs.	Miller, Mr. J. C.
Burns, Mr. C. M. G.	Mudge, Mr. Geo.
Bustow, Mr. C. G.	Or, Mr. R.
Cameron, Mr. D. H.	Or, Capt. S. G.
Clark, Dr. & Mrs. F.	Paritt, Mr. W.
Cole, Mr. G. E.	Parr, Mr. D.
Dauncey, Mr. C.	Pascual, Mr. C.
Davis, Mrs. W. & child	Potter, Mrs. A.
Denroche, Mr. P. C.	Price, Mr. C. J.
Discombe, Mr. G. M.	Reich, Mr. A. H.
Dorehill, R.A., Major	Rice, Mr. W. M.
Duff, Mr. W. S.	Robbins, Mr. R.
Duncan, Mr. M. D.	Robertson, Mr. R.
Dyson, Capt. P. S.	Robinson, Mr. V.
Ferris, Mr. R. G.	Schoon, Mr. C.
Gibson, Mr. Kennedy	Smithers, Mr. R. G.
Gordon, Mr. H. Goyne	Stephens, Mr. G.
Gordon, Lady & maid	Stewart, Mr. E. H.
Gordon, Miss	Sweet, Mr. W. M.
Grant, Mr. John	Taylor, Mr. D. G.
Griffith, Mr. W.	Thomas, Mr. Harry
Harold, Mr. H. W.	Tibbey, Mr. H. M.
Hausser, Miss	Waite, Mr. H. E.
Hausser, Master	Wakeman, Mr. G. H.
Hochappel, Mr. E. C.	Walsh, Mr. W.
Howard, Mr. Thos.	Watts, Mr. and Mrs.
Huke, Mr. and Mrs.	Frank W.
A. N.	Whitley, Mr. W. J. G.
Humphreys, Mr. R. E.	White, Mr. E. E.
Innes, Capt.	Wild, Lieut. and Mrs.
Irving, Mr. E. B.	Bagnall
Jackson, Mrs. J. B. and	Williamson, Mr. and
child	Mrs. A. A. and child
Joseph, Mr. & Mrs. E. S.	Woolen, Mr. J. J.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. James	Mackie, Mr. C. Gordon
Benjamin, Mr. S. S.	Major, U.S.N., Mr. L.
Bonnar, Mr. J. W. C.	Martin, Mr. R.
Brown, Mr. H. F. R.	Miller, Mr. and Mrs.
Brusse, Mr. G.	Newall, Mr. Stuart G.
Cameron, Mr. Allan	O'Gorman, Col. The
Carrington, Sir John	O'Gorman, Madam
C.M.C.	Oppenheim, Mr. J.
Carrington, Miss	Pitt, Mr. John, R.N.
Collard, Col. A. W.	Pollock, Mr. H. E.
Crookenden, Col.	Pyne, Capt. R.A.M.C.
Dann, Mr. G. H.	Pyne, Mrs.
Drion, Mr. F.	Quintinoff, Mr. M.
Ezekiel, Mr. I. S.	Ricketts, I.M.S., Major
Forbes, Mr. Andrew	and Mrs. child and
Fraser, Mr. and Mrs.	Rubie, Mr. W. A. (U.
H.W.	S. Consul of America)
Graham, Mr. D. M.	Rubie, Mrs. W. A.,
Harston, Dr. and Mrs.	child and maid
G.M.	Gumpert, Mr. and Mrs.
Gumpert, Mr. and Mrs.	Shelley, Mr. Edward
Hays, Mr. J.	Sinclair, Mr. A.
Hughes, Col. G. A.	Stokes, Mr. A. G.
Irvine, Mr. E. H.	Tomlin, Mr. G. L.
Lang, Mr. J. E.	Wheeler, Mr. H. B.
Lee, Mr. J. K.	Wheeler, Lt.-Col. J. L.

CRAIGIEBURN.

Anderson, Mr. Jas.	Crakenhorp, Mr. C. S.
Boyle, Mr. and Mrs.	Helms, Mr. W.
Lionel	Low, Mr. A. R.
Brown, Mr. and Mrs.	Pye, Mr. E. Burns
H. Matheson	Suter, Mr. Hugo
Canton, Staff-Surg. H.	Volpicelli, Consul
Canton, Mrs. J. W.	

KOWLOON HOTEL.

Cleashy, Mr. W. H.	Leary, Lieut. C.
Davies, Mr. F.	Mercer, Mr. and Mrs.
Dennis, Mr. W.	Nobbs, Prof. A. P.
Dennis, Mrs. Lottie	Spittles, Mr. J.
Earle, Mr. E. A.	Williams, Mr. G. F.
Lewis, Mr. and Mrs.	Wishit, Mr. & Mrs. H.
E. G.	

EXCHANGE.

ON LONDON, Telegraphic Transfer	11/116
Bank Bills, on demand	11/119
Credits, 4 months' sight	2/0
Dinents, 4 months' sight	2/0
ON HOLLAND, (demand)	M.200
ON PARIS, Bank Bills, on demand	2.247
Credits, 4 months' sight	2.515
ON NEW YORK, Bank Bills, on demand	47 1/2
Credits, 30 days' sight	48 1/2
ON HAMBURG, Telegraphic Transfer	147 1/2
On demand	147 1/2
ON SHANGHAI, Telegraphic Transfer	72 1/2
Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	31 1/2 prem.
Overseas, Bank's Buying Rate	\$10.10
Gold Leaf 100 touch, per tael	\$2.10
Bar Silver	27 1/2
Dollars	nom.

OPIMUM QUOTATIONS.

New Patna	\$334 per chest
New Benares	\$724
Old Benares	\$965 per picul
Old Malwa	\$830
Persian, paper tied	\$810

VESSELS IN PORT.

ANPING MARU, Japanese steamer, 1,053 tons, 17th May, Fochow via Amoy and Swatow, 17th May, General—Mitsui Bussan Kaisha.	
ATHENIAN, British steamer, 2,444 H. Mowatt, 8th April, Vancouver via Comox, Kobe and Moji 7th March, Timber and Flour—C. P. R. Co.	
BENGLOE, British steamer, 1,930, James Putter, 19th May, London 1st April, and Singapore 13th May, General—Order.	
BERGENIUS, Norwegian steamer, 2,344, F. H. Svendsen, 9th May, Moji and May, Coal—Butterfield & Swire.	
BURNSIDE, American steamer, 1,400, A. H. Latta, 14th April, Manila 11th April, Cable—General.	
CHARLES ROGER, Belgian steamer, 1,291, Ch. Herfuth, 21st May, Bangkok 14th May, Rice—Dodwell & Co., Ltd.	

CHINA, American steamer, 3,187, W. B. Senbury, 16th May, San Francisco 17th April, and Shanghai 14th May, Mails and General—P. M. S. S. Co.

DEUTEROS, German steamer, 1,001, F. Frahm, 20th May, Bangkok 13th May, Rice—Siemens & Co.	
ELITA NOSSACK, German steamer, 1,161, H. Bruhn, 18th May, Chinkiang 13th May, General—E. A. T. Co.	
ELSA, German steamer, 1,702, Schonwand, 13th May, Canton 13th May, Coal—Jensen & Co.	
ESMERALDA, British str., 966, G. T. Blackland, 21st May, Manila 17th May, Hemp—Shewan, Tomes & Co.	
FRANCAIS ARAO, French Telegraph steamer, 1,805, Mascart, 17th May, Amoy 11th May, Ballast—Arnhold, Karberg & Co.	
GERMANIA, German steamer, 1,715, A. Bendixen, 18th May, Hongay 16th May, Coal—Jensen & Co.	
HANGCHOW, British steamer, 999, J. Pearce, 21st May, Shanghai 13th Mar., General—Butterfield & Swire.	
HOHAI, French steamer, 1,372, Merlees, 18th May, Pakhoi, and Hoihow 17th May, General—A. R. Marty.	
INDIA, Austrian steamer, 1,797, G. Chezo, 21st May, Trieste 7th April, and Singapore 14th May, General—Sander, Wieler & Co.	
KASUGA MARU, Japanese steamer, 3,368, H. Fraser, 21st May, Japan 14th May, General—Nippon Yusen Kaisha.	
KUTSANG, British steamer, 1,495, T. W. Selby, 19th May, Samarang (Java) 11th May, Sugar—Jardine, Matheson & Co.	
MEADE, American transport, 5,226, G. W. Wilson, 20th April, Manila 23rd April.	
ON SANG, British steamer, 1,787, J. Young, 14th May, Manila 14th May, General—Nippon Yusen Kaisha.	
PAKHOI, British steamer, 2,281, J. Edman, 19th May, General—Nippon Yusen Kaisha.	
PEKIN, British steamer, 2,322, Francis John, 21st May, London 5th Mar., and Singapore 15th May, General—P. & O. S. N. Co.	
PHRA CHULA CHOM KLAO, British steamer, 1,011, R. Unsworth, 18th May, Bangkok 12th May, Rice—Butterfield & Swire.	
POMPEY, American steamer, 785, J. H. Servier, 21st Mar., Manila 18th Mar., Coal—U. S. Navy.	
PROGRESS, German steamer, 687, P. Brandt, 17th May, Tournon 14th May, Coals and General—Siemens & Co.	
ROSETTA MARU, Japanese str., 2,602, N. Tate, 19th May, General—Nippon Yusen Kaisha.	
SHANTUNG, British steamer, 1,835, T. Quail, 18th May, Saigon 14th May, Rice and Rice-flour—Butterfield & Swire.	
SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April, Samarang and Saigon 29th March, Sugar—Yuen Fat Hong.	
SISHAN, British steamer, 845, G. E. Morehouse, 19th May, Saigon 15th May, General—Bradley & Co.	
TAI CHEONG, German steamer, 828, H. Ahrens, 13th May, Saigon 8th May, Rice and Flour—Meyer & Co.	
TELEMACHUS, British steamer, 1,340, J. Williamson, 20th May, Saigon 16th May, General—Nippon Yusen Kaisha.	
ULYSSES, British steamer, 2,281, J. Edman, 19th May, Moji 11th May, Coal and Nuts—Butterfield & Swire.	
VICTORIA, American steamer, 3,112, J. Pantan, 13th May, Tacoma 13th April, General—Dodwell & Co., Ltd.	
WAKASA MARU, Japanese steamer, 3,105, J. B. Macmillan, 21st May, London 12th April, and Singapore 16th May, General—Nippon Yusen Kaisha.	
YUENSANG, British steamer, 1,167, P. H. Rolfe, R.N.R., 19th May, Manila 16th May, General—Jardine, Matheson & Co.	

Sailing Vessels.

ADOLPH OBRI, American ship, 1,262, Ambury, 19th Dec., New York and June, and Chelso 12th Dec., Oil—Standard Oil Co.	
DUNDEE, British ship, 1,908, Hemming, 14th Oct., New York 29th June, Kerosine Oil—Standard Oil Co.	
FULWOOD, British ship, 1,986, Thomas, 1st Dec., Cardiff via Cape Town 26th Sept., Coal—Government.	
LARGO BAY, British ship, 1,178, F. Adams, 7th April, Nagasaki 1st April, Ballast—Sander, Wieler & Co.	
LOUISE J. KENNY, American schooner, 155, A. H. Olsen, 30th Mar., Ponape and Caroline Island 14th Mar., Copra—Master.	
LUZON, American 4-masted schooner, 512, Aderson, 31st Mar., Port Towson 26th Dec., General—Holliday, Wise & Co.	
MADAGASCAR, British 4-masted barque, 1,997, A. H. Smith, 4th Mar., from New York, Oil—Standard Oil Co.	
MERCURY, German schooner, 52, Warnes, 23rd Feb., Yap 9th Feb., Ballast—Siemens & Co.	
OBI, British schooner, 1,951, R. Pinkham, 9th April, Cardiff 23rd Feb., Patent Fuel—Government.	
SEA WITCH, American ship, 1,172, Howes, 21st Feb., Manila 18th Feb., Ballast—Master.	
SUSSEX, British bark, 1,212, Guthrie, 17th May, Fremantle 26th Mar., Sandalwood—Master.	
VIMEIRA, British 4-masted bark, 2,233, L. S. Millan, 23rd Jan., New York 3rd Sept., Case Oil—Order.	

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.	
Admiral Korniloff, Russian armoured cruiser, 5,000 tons, twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.	
Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,400 h.p., Capt. Vserolobsky, at Tientsin.	
Alcazar, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskisy, at Nagasaki.	
Bobra, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.	
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.	
Gatamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serobrennikoff, at Taku.	
Gremiatichy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku.	
Koryeta, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.	
Mandouf, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.	
Navarin, Russian battleship, 10,000 tons, 10 guns, 6,000 h.p., Capt. Yenish, at Nagasaki.	
Nayadinsk, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zabine, at Nagasaki.	
Ovany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coplanoff, at Nagasaki.	
Petrovich, Russian battleship, 12,000 tons, 10 guns, 6,000 h.p., Capt. Grevaly, at Nagasaki.	
Polstara, Russian battleship, 10,960 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.	
Rosla, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Demojiroff, at Nagasaki.	
Rostomir, Russian cruiser, 1,330 tons, 1,986 h.p., 18 guns, Capt. Korotkiy, at Hongkong.	
Rurik, Russian flagship, 10,940 tons, armoured, twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.	
Sevastopol, Russian battleship, 10,900 tons, 13,600 h.p., 16 guns, Capt. Melensky, at Nagasaki.	
Slafch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.	
Sistoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Molias, at Taku.	
Sivuch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Subatkin, at Nagasaki.	
Svensborg, 1st class, Russian torpedo boat, 650 tons, 2 torp tubes 780 h.p., speed 19.7 knots.	

Bsk, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. F. Blant, Chinkiang.

Fama, twin screw, torpedo-boat destroyer, 350 tons, 6 guns, 5,400 h.p., in reserve.
Firbrake, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Canton.
Glory, 1st-class battleship, 14,850 tons, 16 guns, 13,500 h.p., Captain F. S. Ingfield, Hongkong.
Golash, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, Shanghai.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.
Hart, twin screw, torpedo-boat destroyer, 250 tons, 6 guns, 4,000 h.p., Lieut. and Com. G. C. Handy.
Hermione, 2nd-class cruiser, 4,550 tons, 10 guns, 9,000 h.p., Capt. R. S. D. Cumming, Hongkong.
Humber, storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, Shanghai.
Iris, 2nd-class cruiser, 3,550 tons, 11 guns, 9,500 h.p., Capt. Charles Windham, Weihai-wee.
Janus, torpedo-boat destroyer, in reserve.
Janus, gun-vessel, 750 tons, 2 heavy guns, 6-pounders, 870 h.p., Commander W. W. Smythe, Singapore.
Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 h.p., Lieut.-Comdr. J. C. Watson, Hongkong.
Ocean, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Woosung.
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Shanghai.
Officer, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Shanghai.
Phanias, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Tientsin.
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Comdr. J. F. E. Green, S'pore.
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.
Plaver, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. O. V. de M. Cowper, Shanghai.
Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut.-Com. C. F. Corbett, Shanghai.
Robin river-gunboat, 25 tons, Lieut.-Comdr. G. G. Webster, West River.
Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Com. C. Hamilton, en route Singapore.
Riverpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, West River.
Siniper, river-gunboat, 85 tons, 2 guns, 140 h.p., Lieut. and commander Oldham, Yangtze.
Swift, torpedo-boat, 756 tons, 6 guns, 870 h.p., Hongkong.
Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beatty-Pownall, Hongkong.
Tamar, receiving ship, 4,000 tons, Commodore Powell, C.B., Hongkong.
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.
Valerwirth, surveying-ship, 620 tons, Lieut.-Com. Lyne, Manila.
Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 h.p., Lt.-Comdr. Mackenzie, D.S.O., Shanghai.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.
Woodcock, river-gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, Kiukiang.
Woodlark, river-gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.
Torpedo-boats in Reserve Nos. 8 and 20, 35, 6, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.
Dolland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Sybrandt, Swatow.
Katerine Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 h.p., Capt. M. V. Eilsenan, S'pore.
Konigin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 h.p., Capt. J. P. Roussum, Swatow.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 h.p., Capt. V. Bless Ritter v. Sambuch, Shanghai.
De Heint, Dutch cruiser, 5 guns, 3,600 tons, 4,736 h.p., Capt. Jansen, Taku.
Vaira, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.
Venia, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.
Admiral Nahikimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,600 h.p., Capt. Vserolofsky, at Tientsin.
Alouk, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkski, at Nagasaki.
Dobro, Russian gun-vessel, twin screw, 950 tons, 16 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.
Imirli Donzko, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.
Atadamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.
Premitassky, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku.
Vorevety, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.
Andjovur, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.
Avatarin, Russian battleship, 10,000 tons, twin screw, 6,000 h.p., Capt. Yenish, at Nagasaki.
Ayazdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Avanny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.
Atropalovitch, Russian battleship, 12,000 tons, Capt. Grevaiz, at Nagasaki.
Olstava, Russian battleship, 10,960 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Iskra, Russian armoured cruiser, 12,300 tons, 22 guns, 14,500 h.p., Capt. Demojiroff, at Nagasaki.
Osobynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.
Uuruk, Russian flagship, 10,940 tons, armoured, twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Vasitofol, Russian battleship, 10,900 tons, 13,500 h.p., 16 guns, Capt. Melchuk, at Nagasaki.
Alafelch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.
Trist Velsky, Russian battleship, 10,000 tons, 14 guns, 15,500 h.p., Capt. Molfa, at Taku.
Uchuk, Russian gunboat, 250 tons, twin screw, 13 guns, 1,600 h.p., Capt. Soubatin, at Nagasaki.
Uwabor, 1st class, Russian torpedo boat, 60 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.